

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Cancelled)

2. (Currently Amended) A vibration damping engine mount for an internal combustion engine, comprising:

a vibration controllable support mechanism that is adapted to support supports the internal combustion engine thereon and is adapted to develop ~~develops~~ a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon; and

a varying air pressure supplying section that is adapted to supply ~~supplies~~ a varying air pressure to the vibration controllable support mechanism, wherein the varying air pressure supplying section comprises including a negative pressure pump that develops ~~to develop~~ a negative pressure and an introduction section that is adapted to introduce ~~introduces~~ either one of the negative pressure developed in the negative pressure pump and a positive pressure developed in an intake passage of the engine ~~an atmospheric pressure~~ into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

3. (Original) A vibration damping engine mount for an internal combustion engine as claimed in claim 2, wherein the introduction section comprises:

a positive pressure introduction passage into which the positive pressure is introduced and which is communicable with a non-negative pressure introduction passage which is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which an ~~the~~ atmospheric pressure is introduced and which is communicable with the non-negative pressure introduction passage ~~vibration controllable support mechanism;~~

a negative pressure introduction passage into which the negative pressure developed in the negative pressure pump is introduced and which is communicable with the vibration controllable support mechanism; and

a passage communication control section that controllably communicates either one of the non-negative atmospheric pressure introduction passage and the negative pressure introduction passage with the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

4. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that is adapted to support ~~supports~~ the internal combustion engine having the intake air passage thereon and is adapted to develop ~~develops~~ a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon; and

an introduction section adapted to introduce ~~that introduces~~ either a negative pressure developed in a negative pressure pump in accordance with the vibration of the internal combustion engine ~~or~~ one of an atmospheric pressure and ~~[[or]]~~ a positive pressure developed within the intake air passage in accordance with a driving condition of the engine ~~and a negative pressure developed in a negative pressure pump in accordance with the vibration of the internal combustion engine.~~

5. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that is adapted to support ~~supports~~ the internal combustion engine having the intake air passage thereon and is adapted to develop ~~develops~~ a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

a varying air pressure supplying section that is adapted to supply ~~supplies~~ a varying air pressure to the vibration controllable support mechanism; and

a positive pressure developing section that is adapted to develop ~~develops~~ a positive pressure within the intake air passage in accordance with a driving condition of the internal combustion engine,

the varying air pressure supplying section comprising: a negative pressure pump that is adapted to develop ~~develops~~ a negative pressure therein; and an introduction section that is adapted to introduce ~~introduces~~ either the negative pressure developed by the negative pressure pump or one of an atmospheric pressure and ~~and~~ [[or]] a positive pressure developed in the intake air passage by the positive pressure developing section ~~and the negative pressure developed by the negative pressure pump~~ into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

6. (Original) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 5, wherein the positive pressure developing section comprises a turbo charger that is disposed in the intake air passage and increases an intake air quantity of the internal combustion engine and, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger in the intake air passage.

7. (Original) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 6, wherein the introduction section comprises:

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and which is communicable with the vibration controllable support mechanism;

a positive pressure introduction passage which is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage into which the negative pressure developed in the negative pressure pump is introduced and which is communicable with the vibration controllable support mechanism;

a determining section that determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other; and

a passage communication control section that controllably communicates either one of the one of the introduction passages whose internal pressure is higher than the other determined by the determining section and the negative pressure introduction passage with

the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

8. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 7, wherein the internal combustion engine includes an intake air purifying section that is disposed at an upstream side of the turbo charger in the intake air passage and purifies intake air, wherein the atmospheric pressure introduction passage is branched from a downstream side of the intake air passage with respect to the intake air purifying section and from a downstream side of the intake air passage with respect to the turbo charger to introduce air thereinto.

9. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that is adapted to support ~~supports~~ the internal combustion engine having the intake air passage thereon and develops a damping vibration in accordance with a varying air pressure supplied thereto against a vibration of the internal combustion engine thereon;

a varying air pressure supplying section that is adapted to supply ~~supplies~~ the varying air pressure to the vibration controllable support mechanism; and

an introduction section that is adapted to develop ~~develops~~ a positive or negative air pressure in the intake air passage in accordance with a driving condition of the internal combustion engine and is adapted to introduce ~~introduces~~ either an atmospheric pressure or one of the positive and negative air pressures ~~pressure~~ developed in the intake air passage and ~~an atmospheric pressure~~ into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

10. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that is adapted to support ~~supports~~ the internal combustion engine having the intake air passage thereon and is adapted to develop ~~develops~~ a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

a varying air pressure supplying section that is adapted to supply ~~supplies~~ a varying air pressure to the vibration controllable support mechanism; and

a positive and negative pressure developing section that is adapted to develop ~~develops~~ a positive air pressure or a negative air pressure in the intake air passage in accordance with a driving condition of the internal combustion engine, the varying air pressure supplying section including an introduction section that is adapted to introduce ~~introduces~~ either an atmospheric pressure or one of the positive and negative air pressures ~~pressure~~ developed in the intake air passage by the positive and negative pressure developing section ~~and an atmospheric pressure~~ into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

11. (Original) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 10, wherein the positive and negative pressure developing section comprises a turbo charger that is disposed in the intake air passage and increases an intake air quantity of the internal combustion engine and a throttle valve that is disposed in the intake air passage and adjusts the intake air quantity of the internal combustion engine, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger and, when the throttle valve limits the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the negative pressure is developed at the downstream side of the throttle valve.

12. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 11, wherein the introduction section further comprises:

a positive pressure introduction passage that is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage that is branched from the downstream side of the throttle valve and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and is communicable with the vibration controllable support mechanism; and

a passage communication control section that selects one of the positive pressure introduction passage and the negative pressure introduction passage in accordance with a driving state of the internal combustion engine and controllably communicates either one of the selected introduction passage and the atmospheric pressure introduction passage in accordance with the vibration of the internal combustion engine.

13. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 11, wherein the introduction section further comprises:

a positive-and-negative pressure introduction passage that is branched from a downstream side of the throttle valve in the intake air passage and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced; and

a passage communication control section that controllably communicates either one of the positive-and-negative pressure introduction passage and the atmospheric pressure introduction passage with the vibration controllable support mechanism in accordance with the driving condition and the vibration of the internal combustion engine.

14. (Currently Amended) A vibration damping engine mount for an internal combustion engine, comprising:

a vibration controllable support mechanism that is adapted to support ~~supports~~ the internal combustion engine thereon and is adapted to develop ~~develops~~ a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

varying air pressure supply means for supplying a varying air pressure to the vibration controllable support mechanism; and

introduction means for introducing either one of a negative pressure developed in a negative pressure pump and a positive pressure developed in an intake passage of the engine

~~an atmospheric pressure~~ into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

15. (Currently Amended) A method applicable to a vibration damping engine mount for an internal combustion engine, the vibration damping engine mount comprising a vibration controllable support mechanism that supports the internal combustion engine thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon and the method comprising:

supplying a varying air pressure to the vibration controllable support mechanism; and introducing one of a negative pressure developed in a negative pressure pump and a positive pressure developed in an intake passage of the engine ~~an atmospheric pressure~~ into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

16. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 4, further comprising a turbo charger that is disposed in the intake air passage and increases an intake air quantity of the internal combustion engine and, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger in the intake air passage.

17. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 16, wherein the introduction section comprises:

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and which is communicable with the vibration controllable support mechanism;

a positive pressure introduction passage which is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage into which the negative pressure developed in the negative pressure pump is introduced and which is communicable with the vibration controllable support mechanism;

a determining section that determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other; and

a passage communication control section that controllably communicates either one of the one of the introduction passages whose internal pressure is higher than the other determined by the determining section and the negative pressure introduction passage with the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

18. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the internal combustion engine includes an intake air purifying section that is disposed at an upstream side of the turbo charger in the intake air passage and purifies intake air, wherein the atmospheric pressure introduction passage is branched from a downstream side of the intake air passage with respect to the intake air purifying section and from a downstream side of the intake air passage with respect to the turbo charger to introduce air thereinto.

19. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that is adapted to support ~~supports~~ the internal combustion engine having the intake air passage thereon and is adapted to develop ~~develops~~ a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

an introduction section that is adapted to introduce ~~introduces~~ either ~~one of~~ an atmospheric pressure or one of a positive pressure developed within the intake air passage in accordance with a driving condition of the engine and a negative pressure developed in an intake air passage;

a turbo charger that is disposed in the intake air passage and is adapted to increase ~~increases~~ an intake air quantity of the internal combustion engine; and

a throttle valve that is disposed in the intake air passage and is adapted to adjust ~~adjusts~~ the intake air quantity of the internal combustion engine, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger and, when the throttle valve limits the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the negative pressure is developed at the downstream side of the throttle valve.

20. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 19, wherein the introduction section further comprises:

a positive pressure introduction passage that is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage that is branched from the downstream side of the throttle valve and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and is communicable with the vibration controllable support mechanism; and

a passage communication control section that selects one of the positive pressure introduction passage and the negative pressure introduction passage in accordance with a driving state of the internal combustion engine and controllably communicates either one of the selected introduction passage and the atmospheric pressure introduction passage in accordance with the vibration of the internal combustion engine.

21. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 19, wherein the introduction section further comprises:

a positive-and-negative pressure introduction passage that is branched from a downstream side of the throttle valve in the intake air passage and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced; and

a passage communication control section that controllably communicates either one of the positive-and-negative pressure introduction passage and the atmospheric pressure introduction passage with the vibration controllable support mechanism in accordance with the driving condition and the vibration of the internal combustion engine.

22. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of a fuel injection time duration.

23. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of an engine speed.

24. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of an open angle of an engine throttle valve.

25. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of the intake air quantity.

26. (Previously Presented) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of a

pressure difference between the positive pressure introduction passage and the negative pressure introduction passage.

27. (New) A vibration damping engine mount for an internal combustion engine, comprising:

a vibration controllable support mechanism that is adapted to support the internal combustion engine, wherein the internal combustion engine comprises an intake air passage, wherein the vibration controllable support mechanism is adapted to develop a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon; and

an introduction section that introduces either an atmospheric pressure or one of a positive pressure developed within the intake air passage in accordance with a driving condition of the engine and a negative pressure developed in an intake air passage.